

H. RES. 455

Whereas for nearly 50 years, John Francis "Jack" Buck was known as the "Voice of the St. Louis Cardinals" to generations of baseball fans, one of the most respected sports broadcasters in the industry, and a beloved institution to all St. Louis Cardinals fans;

Whereas Jack Buck's distinctive voice and his signature exclamation "That's a winner" following each Cardinals victory were familiar to baseball fans across the United States;

Whereas Jack Buck was born in Holyoke, Massachusetts, in 1924 and was a decorated veteran of World War II;

Whereas Jack Buck began his broadcasting career in 1948 while attending Ohio State University, where he was the play-by-play announcer for football, basketball, and baseball;

Whereas in 1954, Jack Buck was hired by the St. Louis Cardinals, joined Harry Caray in the booth at Sportsman's Park, and began his 48 years of broadcasting Cardinals baseball on KMOX radio;

Whereas in 1970, Jack Buck was made the lead play-by-play announcer for the St. Louis Cardinals and he brought baseball to life for millions of fans throughout the Midwest;

Whereas Jack Buck covered some of the greatest moments in baseball history, including Lou Brock's record-setting 118th stolen base, Bob Gibson's incredible 1968 season, and Mark McGwire's record-breaking 70th home run in 1998;

Whereas in 1960, Jack Buck was the play-by-play announcer for the first televised American Football League game and worked AFL broadcasts for three years;

Whereas Jack Buck was the announcer for one of professional football's most famous games, the 1967 NFL Championship game, dubbed the "Ice Bowl", between the Green Bay Packers and the Dallas Cowboys;

Whereas Jack Buck was the radio voice of Monday Night Football from 1978 to 1996;

Whereas Jack Buck was the lead announcer for 8 World Series, 17 Super Bowls, numerous baseball All-Star and National League playoff games, and other major sporting events, including professional bowling;

Whereas Jack Buck has been inducted into 11 different Halls of Fame, including the Baseball Hall of Fame (1987), the Pro Football Hall of Fame (1996), the American Sportscasters Association Hall of Fame (1990), the Radio Hall of Fame (1995), and the St. Louis Walk of Fame (1991), and has been the recipient of numerous lifetime achievement broadcasting awards;

Whereas for more than 30 years Jack Buck was the campaign chairman for the St. Louis chapter of the Cystic Fibrosis Foundation, for which he helped raise more than \$30,000,000 for research to find a cure for the disease; and

Whereas on June 18, 2002, Jack Buck passed away after a long and distinguished career in broadcasting in which he touched the lives of millions of sports fans across the United States: Now, therefore, be it

Resolved, That the House of Representatives honors the life of John Francis "Jack" Buck.

The resolution was agreed to.

A motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. SULLIVAN. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their re-

marks and include extraneous material on H. Res. 445, just adopted, and on H.R. 5018, passed earlier today.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Oklahoma?

There was no objection.

□ 1800

SPECIAL ORDERS

The SPEAKER pro tempore (Mr. KERNS). Under the Speaker's announced policy of January 3, 2001, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

CONCERNS OVER POSSIBLE SHUTDOWN OF AMTRAK

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Mrs. CAPPS) is recognized for 5 minutes.

Mrs. CAPPS. Mr. Speaker, I rise today to express my strong concerns over the possible shutdown of Amtrak.

Amtrak's new president has said that Amtrak needs a \$200 million loan guarantee by June 30 or the company will have to begin a shutdown of all services. This would have a serious impact on commuters and travelers across this country, and I speak for those who would be strongly affected in California. For that reason, Congress and the administration must avert a shutdown.

We cannot allow Amtrak to go bankrupt. Amtrak is a critical component of our national transportation network, providing safe, efficient and affordable transportation for millions of Americans each year. Amtrak serves over 500 cities and communities across this country, many of which rely on trains as a crucial transportation option.

Since 1996, ridership on Amtrak trains has increased by 19 percent. Last year, Amtrak had 23 million riders. Including commuter services, Amtrak's total ridership exceeds 60 million passengers a year.

Amtrak also plays a significant role in my State. California hosts three of the top six most heavily traveled services in the country. The Pacific Surfliner, which serves my congressional district in southern and central California, carries more than 1½ million passengers annually. The Surfliner is California's most highly developed service, and it is second only to Amtrak's northeast corridor in ridership. It connects two of the most congested regions in the country, Los Angeles and San Diego. Maintaining mobility in this busy economic corridor is essential.

In addition, if funds are not provided to Amtrak, regional contract partners, like commuter rail system Metrolink, are at risk. Metrolink contracts with Amtrak to provide service throughout southern California, including Ventura

County. Shutting down Metrolink service will not only impact ridership, 34,000 riders a day, but contribute to increased congestion on the region's highways.

In my district, Amtrak serves Santa Barbara, Goleta, Lompoc, Guadeloupe, San Luis Obispo and Paso Robles. These communities rely on Amtrak as a very important, vital transportation link.

At a time when more and more communities are looking to rail passenger service to increase transportation options, create economic development and reduce congestion, we must avoid an unnecessary disruption of service that America depends on.

Mr. Speaker, there are three things Congress and the administration can do. First, we must support an appropriation of \$200 million for Amtrak in the supplemental appropriations bill for fiscal year 2002. A number of my colleagues and I sent a letter to the conferees urging them to do so yesterday. I urge the administration to join in this effort.

Second, we must substantially increase funding for Amtrak above current levels. As my colleagues know, the President has requested in his budget only half of what Amtrak says it needs to survive. If we do not address this shortfall, the railroad has publicly stated that it may be forced to eliminate the entire long distance train network.

Third, we must adopt a long-term strategy to reform and to improve Amtrak.

We need to address the real problem with passenger rail travel in this country: lack of funding, new missions and undercapitalization. As we begin a new era, our Nation needs a viable passenger rail system to supplement our network of highways and airports. It is time we recognize such a system requires more financial support.

The Department of Transportation's Inspector General has stated that Amtrak has never received sufficient funding to invest in capital projects that would create opportunities for greater efficiency and revenue production. Yet, despite the inadequate support, Amtrak has been able to increase ridership and revenue. I commend Amtrak for doing so much with so little.

In conclusion, I would like to urge the administration to take action to prevent a shutdown of Amtrak. Immediate Federal investment in our national passenger rail system is vital. If we are unable to avoid a shutdown, thousands of Amtrak workers could lose their jobs, and millions of passengers face the loss of vital train service in communities nationwide.

Mr. Speaker, I am hopeful that we can make a commitment to provide stable and adequate funding for the national Amtrak passenger rail network.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Kansas (Mr. MORAN) is recognized for 5 minutes.